AMERICAN WHEELS ON THE ENGLISH MARKET-SIDEWALK RIDING OUT ON LONG ISLAND-TWO BAD BROOKLYN CROSSINGS.

The trolley is gradually marking for its own various fine thoroughfares which have been pular with wheelmen. Broadway, from Kingspopular with wheelmen. Broadway, from bridge to Yonkers, now has a double set of bridge to Yonkers, now has a double set of tracks. The cars are not running yet, and, in fact, the poles have not been erected for the trolley wires, but all that will doubtless come trolley wires. before long. Fortunately, the roadway is so wide that considerable space remains between the sets of tracks. But in Sedgwick-ave, the trolley is far more a disadvantage than it will be in this part of Broadway. Only one set of tracks is in use now, but the other is laid, and will be employed in due time. Each is on the edge of the avenue. The tracks run through One-hundred-and-sixty-first-st, to Sedgwick-ave, are lower end, and at present do not go quite. at its lower end, and at present do not go quite as far north as Highbridge.

The most casual observer of conditions in american cities knows how insatiable is the deand of the trolley companies for more streets, nd how effective are the devices for securing them. It is fair to presume that the tracks will be extended to the north, unless the most strenuous opposition is put forth. As the outlet from the old Macomb's Dam Bridge, Sedgwickfrom the old Macomb's Dam Bridge, Sedgwickave has long been a favorite place for speeding
trotters, and in recent years its fine surface has
made it a popular wheeling thoroughfare. Its
lower part has been greatly injured for cycling
and driving by the car tracks. There is hardly
room for two wagons to pass between two troiley-cars, and in anything like a crowd of vehicles and electric-cars the poor bicyclist will be
in a pickle.

So terrible is the record of the trolley for slaughtering people that timid bicyclists are extremely afraid of it. The approach of one of these cars, bustling along at ten or twelve miles these cars, bustling along at ten or twelve miles an hour, often unnerves an unskilled cyclist. He is fearful of losing control of his wheel and of riding in front of the juggernaut, and his very anxiety may cause him to fall or swerve. Women are to be seen dismounting on Sedgwick-ave at the approach of a trolley-car, even when no other vehicle is by. If Jerome-ave, were properly paved all its length, there would be less need of riding in Sedgwick-ave, than there is now.

Complaint is heard at summer resorts, espe cially at those where the roads are good, that cycling is the one subject of conversation. Even along the Jersey coast or Long Island Sound, where yachting and swimming are also popular. this one spot seems to have the call as far as furnishing something to talk about is concerned. Its comparative novelty is one reason, and another is the multiplicity of its phases. The differences between the various makes of wheels afford a boundless field for discussion, and so do the me-chanical problems of gearing, cranks, ball bearchanical problems of gearing, cranks, ball bearings, etc. Single tube tire versus double tube is still a fount of contradictory views. Clothing for the sport is talked about at length, and its physical effects give opportunity for a round robin of experience. Then come accounts of tours and adventures with bagrage-men, and so on ad infinitem. Of course, non-riders find all this insufferably tedious ere long, and many who are most enthusiastic about riding tire of talking about it.

The need of learning to ride simply so as to be "in the swim" has led a good many persons to become cyclists. As one woman explained, she disliked wheeling, but people talked of little else, her husband left her at home evenings while he and their daughters were out for a spin, so she was compelled to take up the sport. She confesses that she now finds cycling at least bearable, and is glad she took it up.

The sight is a common one of a man trundling a second wheel along while riding through the streets. In fact, some employes in bicycle shops get so skilful that they can push one with each hand, guiding their own with their feet. It is not entirely easy, however, to shove an extra wheel along with you, especially shove an extra wheel along with you, especially in a crowded street, where the paving is not the best. If you are new at it, your charge becomes fractious in various queer ways, and even your mount gets crarky and obstinate. Part of the time you find yourself fairly carrying the additional bicycle along, then it rushes away from you, only to return and make a vicious assault on your own inoffending wheel. When it comes to dismounting, you are in a quandary, and unless some one relieves you of your charge, you and the two bicycles are likely to be mixed up in a heap on the ground. He is a lucky man who comes out of his first experi-

having their feet "go asleep" after traversing three or four miles. In most cases the probable explanation is that the soles of the shoes are too thin. With rat-trap pedals there should be a good thickness of leather between the foot pressure will cause the numbness which is de mon device to have two strips of leather fastened across the sole of the shoe, to prevent slipping, but with toe clips these are not so nec esary as without them. A firm grip on the pedal is so to be desired, however, that some riders use both appliances. An English author riders use both appliances. An English authority of the highest standing utterly condemns toe clips as tending to nullify the free use of the ankle joint and conducing to "digging." This ankle motion, or "ankling." has been dubbed the most important part of a cycling education, but it is a mystery to many riders. Even the experienced ones who use it do not all know just wherein lies its efficacy. C. W. Brown, the expert of "The Cyclists' Touring Club Monthly Gazette." of England, describes its object to be to get the pedal past the dead centres. At these two points, downward pressure on the pedals extremed the second of the second of the pedal past the dead centres. to get the pedal past the dead centres. At these two points, downward pressure on the pedals exerts no propulsory power. When the pedal approaches the top dead centre the heel should be lowered. Thus the force applied at the dead centre is not downward, but forward, so that there is in reality no dead centre. When the pedal is at the lowest point, the heel should be raised, and then the pressure is exerted backward. Doubtless many people use this ankle motion who never heard of it. It is out of the question, however, with the pedal resting against the heel, an awkward wasteful mode of riding which many women employ.

American manufacturers of bicycles have this year carried the war into Africa by making a bold bid for English patronage. Colonel Pope and several others prominent in the trade here have personally looked over the foreign field, and have established branches there. The situation in England this season has been much like that here last year. The factories cannot keep up with the orders, and customers have had to wait weeks, and in some cases months, for the ma-Americans a fine opportunity, and, with custom-The influx of American blcycles has led to comparisons between them and those of English make. Naturally the English opinion is generally in favor of the home article. The chief criticisms of the imported blcycles deal with short handle-bars and the absence of mud guards and gear cases. To the differences in the climatic conditions this diversity of usage as regards mud guards and gear cases may be ascribed. However, so much rain has fallen hereabouts this summer that there has been as great need for these devices in New-York as in London. ary energy, they have availed themselves of it.

While gear cases are virtually unknown here, ome experienced riders favor their use. The chain is the cause of a great deal of trouble and moonvenience. If it were properly incased, so that no mud or dust could reach it, cycling would iose one of its chief sources of annoyance. How-ever, the consensus of opinion here is so strongly against gear cases that their general adoption is extremely unlikely. Wheels are not built here with more than the strongly against general adoption is with proper clearances for them.

There is considerable difference in weight between American and English wheels, the usual agure for an up-to-date machine over there being twenty-six or twenty-seven pounds. This, lowever, includes brake, gear case and mud fuards. The use of wooden rims here also effects a saving. It is curious that there should be so sreat a prejudice in England against wooden which are now all but universally used in

but the Englishmen insist that they are bad, especially when used with double-tube tires, which are almost the only ones to be seen in England. Perhaps the present invasion of American manufacturers will lead the British to adopt the wooden rim and single-tube tire. The agents who handle American wheels in London have one strong card to play—price. The best domestic bicycles over there are sold for as much as \$125 and \$160, and a pair of tires costs \$25. As a matter of fact there are sold for as much as \$125 and \$160, and a pair of tires costs \$25. As a matter of fact, there has been a large export trade of cycles to England from the United States this year, and confidence in the skill of Yankee workmen and the ingenuity of Yankee inventors prompts the belief that the foreign field will yield rich harvests to the manufacturers here.

The Park Department at its meeting to-morrow will probably consider the question of repaying Fifth-ave., from Sixtieth-st. to Ninetieth-st., with asphalt. The present granite pavement is in fair condition, but is sunker in spots. That part of the avenue from Ninetieth-st. to One-hundredand-thirty-fifth-st, is in high favor with cyclists. It almost vies with the Boulevard in popularity with the night riders. The absence of cartracks is a great advantage. The Department of Public Works has already decided to lay asphalt in the avenue from Forty-third-st, to Central Park, and to extend it to Washington Square when the new water mains shall have been laid. The Park Department has just let the contract for paying new water mains shall have been laid. The fair Department has just let the contract for paving with asphalt the plaza at Fifty-ninth-st. and Eighth-ave., and the work will begin at once.

By the new policy adopted by the Brooklyn Elevated Railroad Company New-York wheelmen find it easier than ever before to reach the good roads on Long Island. Heretofore it has been necessary for them either to cross the Ninety-ninth-st. ferry, which involves a long ride over rough pavements on the New-York side, and then to go from College Point to Flushing and Jamaica; or to venture on the uncertain stone surface of several streets in the Long Island City domain of Patrick Jerome Gleason, after crossing the Thirty-fourth-st. ferry; or to go over the Twenty-third-st. ferry and up Bedford-ave., to take the Kings County Elevated Railroad, either at Franklin-ave. or Nostrand-ave. Now, as soon as a rider reaches Broadway by ferry from East Twenty-third-st. he can take the Broadway branch of the Brooklyn Elevated, which will carry him out to Cypress Hills, about six short blocks from the boundary line between Kings and Queens counboundary line between Kings and Queens counties. At this point he is by no means so near Broadway, in the town of Jamaica, as if he had gone out by the Kings County road; but by going along Jamaica-ave. to Eldert Lane (or Enfield-st.) and down the latter two or three blocks, he will find himself at the beginning of what used to be called the South Plank Road, but is now better known as the Rockaway Road. This interest Broadway about three quarters of a tersects Broadway about three-quarters of a mile from its starting point, and from there one may go either to Jamaica by Broadway, or fol-low the Rockaway Road and Lecust-ave. to the Merrick Road. On Jamaica-ave. and Eldert Lane riding on the sidepath is permissible, or at all events it is practised with impunity, but if one should continue on Jamalca-ave, toward the village of that name and stick to the sidepath he would be likely to find himself in troubl as the rules against sidewalk riding are strictly enforced in the town. The Brooklyn Elevated road is late in making its concession to bley-clists, for, of course, little business of this kind will be done by either of the elevated lines after the completion of the Glenmore-ave, improve-ment, probably in the latter part of September.

Wheelmen going to and from the Merrick Road by way of the Rockaway Road heartfly approve the suggestion that a drinking fountain should be erected by the Brooklyn Department of City Works on the highway near the South Jamaica pumping station. A good percentage of them now go down to the pumphouse or its vicinity for a drink on a hot day, and almost everybody would stor if there were a convenient fountain by the roadside. The Brooklyn au thorities favor the suggestion, and will probably take early measures to carry it into effect. A large fountain, like those on the Coney Island Boulevard, where no cups or faucets are necessary, will doubtless be the best thing to set up here.

A Brooklyn rider who passed through Jamaica last Sunday had an experience that he will not soon forget. Going out of Jamaica by the Hempstead and Jamaica plank road, which leads to the Jericho turnpike, the road is rather rough and riding not easy. This wheelman knew that there was a rule in Jamaica against riding on the sidewalks and sidepaths, and sturdily stuck to the middle of the road until he supposed he was out of the village boundaries. Then, as there was an uncommonly bad piece of road for a short distance, he turned his wheel on to the sidepath. As if ready to take advantage of any one tempted to do this, a constable lay in waiting at that particular point, and the unlucky wheelman was promptly "pinched." He protested that he had only turned out to avoid a had bit of road, but the officer of the law was implacable, and forced him to go back to the Town Hall, trundling his wheel. The distance was nearly three miles, and the journey was anything but pleasant to the hot and angry wheelman. Then a wait of nearly two hours occurred before the arrival of the Justice of the Peace, who sat upon the case with due solemnity. He heard what the offender had to say in his defence, and instead of the usual fine of \$5 imposed one of \$2 only, with a warning to the man not to do it again. He is not likely to; and it is likely that he will give Jamaica a wide berth in the future. It is said that the constables in that town get half of the fines imposed, and accordingly they are especially vigilant in the performance of their duties. of any one tempted to do this.

In some of the Long Island towns not far from Jamaica no objection is made to riding on sidepaths; and it behooves those who avail themselves of this privilege not to infringe on the rights of pedestrians. This is the case in Queens and Hyde Park, the Jericho turnpike through those towns not being in first-class condition. Probably the best rule regarding the use of sidepaths and walks is that prevailing in use of sidepaths and walks is that prevailing in Southampton. Easthampton and other villages in the Hampton region. There wheelmen are allowed in the walks provided they turn out or dismount when meeting or passing people on foot. Such a rule may be liable to abuse, but rational bicyclists will take pains to see that pedestrians are in no way interfered with by them. In some of the villages near Patchogue something has been done for wheelmen by extending the sidewalk three or four feet toward the middle of the street, thus making what is to all intents and purposes a cycle path by the roadside.

country that is new to you. You have inquired about the best way to reach the point you are aiming for, but are not quite sure you made the ing down a hill, you see a fork in the road a quarter of a mile ahead, and, as you get a little From The London Mail. nearer, sure enough, there is a guideboard, and right or wrong. You increase your speed in the order to set your doubts at rest. The fork comes nearer and nearer, and in a moment you will be able to see how far it is to the town you are bound for. What is your disgust to read on the board only this and nothing more: "Fresh Cows for Sale. Inquire of John Smith." This is the experience of a rider within forty miles of New-York

Despite all that has been said about the necessity of caution in turning corners, hardly a day passes that a man who keeps his eyes open does not see some one turning at high speed and on the wrong side of the way. All that is needed the wrong side of the way. All that is needed to bring about a collision is the coming of a similarly disposed rider in the opposite direc-tion. It seems impossible to teach some men that it is wise to go slowly at any point of pos-sible danger, not only for their own protection, but for the safety of other riders who have the

There are two bad crossings that need attention on the usual route from the Brooklyn end of the Bridge to Prospect Park. One of them is at Atlantic-ave. Wheelmen cross this avenue at Nevins-st., which now has a brick pavement for the four blocks between Schermerhorn and Dean sts. The stone pavement on Atlantic-ave. is horribly uneven, and no one can go over it is horribly uneven, and no one can go over it without getting a bad shaking up. It is often desirable to go fairly fast at this point, owing to the number of trolley-cars running on the avenue, but this is almost impossible without endangering the integrity of one's bicycle. The other bad crossing is at Dean-st. and Third-ave. Between the cartracks here the pavement is of cobblestones, and it is very uneven and "bumptious." as one wheelman called it the other day.

Asphalt ought to be laid in both of these places. The tracks in Fifth-ave. at Dean-st., are paved with granite blocks, which are laid in straight lines, leaving unpleasant gaps between them. If the stones were placed diagonally at such crossings it would be greatly to the advantage of wheelmen and drivers of light vehicles.

In going up a hill it often happens as one nears the top that by his eye he seems to have reached the highest point, when by his muscles he is conscious that he is still going up. It is the eye that is deceived in such a case, and the muscular power exerted is a surer indication of the fact. The miscalculation is due to the fact that the eye is six or eight feet above the ground, so that it cannot judge accurately. Any one crossing the Brooklyn Bridge can readily see how this is. The highest point of the structure is at the mathematical centre, which is marked by an iron plate crossing the roadway and covering the place where allowance is made for contraction and expansion. Until one has crossed this he is still going up hill. But judging by the eye alone a most natural feeling is that the highest point has been reached when executed when the contract of the contr when several rods away.

It is possible to ride all the way from New-York to Seabright, Long Branch, Asbury Park, etc., but those who undertake it are likely to make up their minds not to try it a second time. The best route is by New-Brunswick, and while part of it is excellent the rest is decidedly poor. The poor part is between New-Brunswick and Keyport. A party who went this way a few days ago report that the sand is knee deep in places, and that riding is impossible for a considerable distance. As is well known, one can go on macadam all the way to New-Brunswick, or nearly all the way, and between Keyport and Long Branch the riding is superb, espeand Long Branch the riding is supero, especially on the famous Rumson Neck Road, between Red Bank and Seabright. One sees there the advantage of attractive surroundings on a bicycle trip, as the road runs past fine residences and grounds all the way. The best road with a dingy and shabby environment soon palls on the rider, unless he be of the scorching variety, which cares nothing about scenery, but is intent only on covering a certain distance in the shortest possible time.

Cyclists desiring to join the League of Ameri can Wheelmen may obtain full printed information and membership blanks by sending name and address to the Cycling Editor, Tribune.

EARLY CIVIC EDUCATION.

A BOOK WHICH IT IS SOUGHT TO INTRODUCE INTO THE PUBLIC SCHOOLS.

Another study for the pupils of the New-York public schools was proposed at the last meeting of the Board of Education. A communication sent by the Patriotic League was read, in which an offer was made to supply a textbook entitled "A Citizen's Catechism" for use in the schools.

Favorable opinions regarding the catechism were expressed by several members of the Board, and the subject was referred to the Committee on Instruction, which, it is expected, will report when the ard meets again in the fall.

The catechism, as announced in its preface, is intended for men, women and children, even those in the kindergarten. Of the 150 questions and aners which it contains, the first is "What is the fundamental principle and ideal of American institutions?" The answer follows in these terms for the benefit of the kindergarten, as well as the more mature mind: "That good character, helpful kindness to all creatures and civic intelligence are the basis of true citizenship."

Criticism is offered by practical teachers that such questions and answers are not simple enough for elementary training, but it is also contended that an early start should be made in inculcating

The eleventh question reads: "What does the word Government mean?" and the enswer explains it in this manner: "Government comes from a Latin word meaning to steer or pilot a ship. Government is the process of steering the Ship of State by making, interpreting and executing the laws The men who do this work are sometimes called 'the Government'"

Those who are opposed to the addition of this catechism to the list of studies declare that children cannot understand the significance of such a figure of speech as the one which refers to Ship of State." While clear to an adult mind, it is doubted that the pupil of the kindergarten can grasp the meaning of such a phrase, which, when not comprehended in its figurative sense, is likely to convey to the young idea a vision of men working on a boat.

About half-way in the book the question is asked:

"What is the great duty that an American owes the sense is a sense is "Lovalty". The

About half-way in the book the question is asked:
"What is the great duty that an American owes
his Government?" The answer is "Loyalty." The
next question promptly calls for a definition of the
preceding answer, suggesting that the pupil may
need to be informed what he has been talking
about. "What is loyalty." is asked. "Loyalty,
says the answer, "is faithful and hearty service in
what concerns the public good."

The teachers who are not in favor of the adoption of this textbook present as one objection the
probability that boys and girls will commit the
words to memory and recite them, parrot-like,
without any comprehension of their meaning.

The preparation of this catechism, the compilers
say, was a delicate and difficult work, in view of
the effort to present the subject simply and in a
few words, without seeming to propagate any special ideas other than the principles of the Declaration of Independence and the Constitution of the
United States.

The catechism is accompanied by a recommendation to teachers that object lessons should be given
in the schools in the performance of the public
duties of citizenship, by frequently holding primary
meetings and elections, courts and leadslative assemblies. The book is embellished with illustrasemblies. The book is embellished with illustrations of the United States Capitol and other features of American Government. The work was originally prepared by Charles F Dole at the suggestion of ex-Mayor Abram S. Hewitt, the compiler being in consultation with Andrew D. White, Dr.
Parkhurst and others.

A ROWLING ALLEY FOR A CHURCH.

A first-class bowing alley is soon to be added to the Washington Square Methodist Episcopal Church as an additional inducement to young men to visit the building. The improvement is to be put in the the building. The improvement is to be put in the basement of the parsonage, which adjoins the church in Fourth-st. just off Washington Square. There will be an entrance to the alleys from the church, as well as from the parsonage.

The trustees have been casting about for some time to find some means of drawing to the church the young men in the neighborhood. Many clerks and young professional men have rooms in the numerous apartment and boarding houses arounumerous apartment and boarding houses around Washington Square, and the trustees have realized that in a big city like this there are many places of amusement which are likely to keep these young men away from the churches. A number of plans have been suggested and discussed, only to be abandoned as impracticable. A short time ago the abandoned as impracticable. A short time ago the bowling alley scheme was suggested and adopted elimost at once. A contract has been made for putting it in at once, and it is expected that it will be in full operation early in the fall. The pastor of the church is the Rev. Dr. W. F. Anderson.

LONDON'S "TOSHERS."

From The London Mail.

Shoremen, or shore-workers, they sometimes call themselves, but their most familiar appeliation is "toshers," and the articles they pick up "tosh." They really belong to another well-known class, the mudiarks, but consider themselves a grade or two above these latter, for the genuine tosher does not confine himself, as they do, to travelling through the Thames mud and picking up odd pieces of coal or wood, copper nails, bolts, iron and oid rope. The tosher, when the coast is clear of the police, makes his way into the sewers, and will venture sometimes for miles in quest of valuables that occasionally find their way into them by the kitchen sink or the street graing.

When about to enter the sewers these men provide themselves with a pole seven or eight feet long, on one end of which there is a large fron hoe, a bag carried on the back, a canvas apron thed round them, and a dark lantern similar to a policeman's. This they strap on their right breast, so that while is thrown straight in front. When they come is thrown directly at their feet. As they make their way they use their hoe in the mud at their feet, and way they use their hoe in the mud at their feet, and way they use their hoe in the mud at their feet, and in the crevices of the brickwork, and occasional shillings and silver spoons find a temporary resting-place in the bag at their back or in their capacious coat-pockets.

The toshers generally go it, gangs of three or four, both for the sake of company and the better to be able to defend themselves from the rats with which the sewers swarm. When they come near a street grating they close their lanterns and watch an opportunity to slip past unnoticed, for otherwise a crowd of people might soon collect at the grating, a crowd of people might soon collect at the grating, whose presence would put the police on the alert. When "in luck" they may find articles of place, whose presence would put the police on the alert. When "in luck" they may find articles of place, whose presence wou

TO THE SOUTH ON BICYCLES.

A TOUR THROUGH THE FAMOUS SHEN-ANDOAH VALLEY.

THE VALLEY PIKE NOT SO GOOD AS WAS EX PECTED-MANY POOR ROADS ENCOUNTERED

-THE GETTYSBURG AND ANTIETAM BATTLEFIELDS VISITED-A DETOUR

TO VALLEY FORGE.

The bicyclist intent on a tour who has twelve or fourteen days at his disposal will make no mistake if he turns his eyes in the direction of the Shenandoah Valley. The fame of the Valley Pike has gone far and wide among the devotees of the whirling wheel, and the roadbooks, with perhaps more zea than knowledge, describe it, without qualification the finest in the East. The pike lies in the States of West Virginia and Virginia, and extends from the Potomac River, which is crossed at Williams-port, to Staunton, a distance of nearly one hundred and forty miles. Where it is in its best condition the riding is fine enough to satisfy the most exacting taste; but, unhappily, the pike is in many places allowed to fall below its high possibilities.

There is more than one way of reaching the Shenandoah Valley. The best is to go on a bicycle all the way. That, at least, was the opinion of two riders who started on a tour southward one fine morning in June. The route by Staten Island was

The ride across Staten Island is too familiar to New-Yorkers to call for description. The ferry to Perth Amboy affords a pleasant break in the first day's journey. From Amboy to Metuchen, eight miles, there is a good, ridable sidepath most of the way, and the remainder of the road is fair. At Metuchen a splendld macadam road leads to New Brunswick, beyond which the red roads that prevail in New-Jersey come into evidence

TRENTON REACHED BY A SIDEPATH.

The last three miles before reaching Princeton where the first day's journey ended, with a record of fifty miles, was over fair macadam, and this is to be carried through to Lawrenceville. On the outskirts of Trenton the tourists were surprised to find an end of the good road, and but for the sidepath it would be out of the question to ride into the capital of New-Jersey

Leaving Trenton and crossing the Delaware not far from the place where Washington made passage under such different circumstances, the wheelmen were surprised to find that sidepaths were to be their chief dependence most of the way Philadelphia. Some one has commented on the lucky circumstance that rivers run by large cities. same sapient observer would be impressed by the fact that in most places where a road is sandy nature or some other benignant influence has kindly provided a sidepath for the benefit of the boycier. The greater part of the path between Trenton, or rather its small Pennsylvania neighbor. environs of Philadelphia is of the kind that compels the rider to keep a close eye on his road, but before reaching Bristol there is a short distance of charming riding along the bank of the

The entrance into Philadelphia, if one endeavors

to get a glimpse of the beauties of Germantown on way, is not inviting and many inquiries are necessary, despite the first information received, which is that a turn to the right of about thre miles will bring you to this delightful suburb. The stranger becomes entangled in a maze of shabby streets bearing such names as Nicetown Lane and Rising Sun Lane, and finds that he has lengthened his journey by nearly ten miles. It is a great delight, though, to strike Broad-st, at the point beyond which the asphalt does not reach, and to go bowling down its splendid surface toward the giant statue of William Penn on the huge City Hall, four

is by King of Prussia, a survival or reminis

SERING GETTYSBURG ON A WHEEL The man or woman who visits Gettysburg on a

macadam on the roads laid out along Cemetery Ridge, and there can be no better way of going water Mark Monument is to be commented to those who wish to get a clear idea of the movements of the armies without the ald of a guide. No guide is necessary for one who has familiarized himself in some degree with the story of the battle. To reach the Peach Orchard, the Devil's Den. Culr's Hill, Little Round Top and the path leading to Round Top, there is no better means of conveyance than the bicycle. One can ride all the way to the top of Culp's Hill, the observatory on which affords a fine view; and no visitor should omit the easy climb to the summit of Round Top and its observation tower, commanding the entire scene on which the stirring events of the second and third days of the Gettysburg fight took place.

Let no one be deterred from wheeling from Gettysburg to Hagerstown by way of Emmitsburg because the League roadbook for Pennsylvania contains the appailing entry. '4, A4.' These symbols indicate that the grade is heavy, mountainous, almost unridable, and that the road in its best condition is anything but good. In the ten miles only a mile and a half of walking by actual measurement is necessary.

A DETOUR TO ANTIETAM SATTLEFIELD.

and Staunton. Our party of two decided not to follow the general custom, but to make a detour by

The Antietam battlefield well repays a visit. It is not marked with monuments like that at Gettysburg, but as you ride along the well-kept pike leading from Hagerstown to Sharpsburg your attention is suddenly arrested by a series of tablets along the roadside. They are of iron with raised lettering painted white, and are set at an angle on standards that bring the tops of the tablets to about the height of an ordinary fence. There are some three hundred of them in the vicinity of Sharpsburg, marking the positions and describing the movements of the various bommands on both eides. It is easy for one who has the time to study the battle in detail and obtail a comprehensive idea of the action of both armies on those bloody September days thirty-four years ago. The battle raged on both sides of Sharpsburg, and close by the village is the National cemetery, in which thousands of the Union soldiers found their last ressing-place.

smooth, level and in good condition. At its best Long Island or the other first-class macadamized roads in the vicinity of New-York, but the method Bicpeles.

Bicpcles

EXPERIENCE vs. EXPERIENCE.

Length and Quality

of experience should determine the actual value of a bicycle and NOT the external finish—the paint and nickel. HOW MANY of the bicycle makers represented in the 40 pages of bicycle ads in most bicycle journals RECEIVED WORLD'S FAIR AWARDS?

or how many of the present Grand Army of so-called bicycle makers know how to make an upright wheel?

Builders of



("The 17-year-old Wheels")

began at the beginning, and have had 17 years' experience in building all kinds of bicycles, have solved the problems, and DO NOT guess; have received 5 awards at the World's Fair-the largest number in the bicycle division-1.9th of all bicycle awards.

Is It a Wonder that RAMBLERS LEAD?

1896 RAMBLERS Reduced to

\$85.00.

OPEN EVENINGS.

GORMULLY & JEFFERY MFG. CO.. 939-945 Eighth Ave., near 56th St.

L. C. Jandorf & Co., Downtown Agents, 321 Broadway.

his path between or alongside of piles of fresh road metal. One of the road books describes the pike as excellent, except during the road-mending season. Inquiry shows that the road-menders have all seasons for their own, with the solitary exception o the winter. The stone is brought in large chunks and deposited or the road in the form of a long lateral moraine. It is then broken by men armed

lateral moraine. It is then broken by men armed with hammers; afterward it is spread on the wagonway, and it is left for horses hoofs and wagonwheels to grind it down so as to form a smooth surface.

The valley is rich in historic interest and the scenery is fine, but no finer than that afforded in Lancaster and York counties in Pennsylvania. In wheeling through the Shenandoah Valley one does not see the Shenandoah River at all. The river is formed by the confluence of two branches, the North and the South, and the North Branch only flows through the part of the valley traversed by the well-known pike. The two are separated by Massanutton Mountain, which is crossed by those cyclists who take in the Luray Cave on their tour in Virginia.

NATURAL BRIDGE NOT REACHED. The objective point of the trip which forms the subject of this article was the Natural Bridge, but was not attained. The morning after the arrival in Staunton it rained hard, and, as the riders' vacation period was nearly over, it was decided to end the trip then and there. There had been some doubt about trying to wheel to the bridge, owing to the uncertain and conflicting reports received in reference to the condition of the roads. The Valley Pike ends at Staunton; the road further on is re-

one can go anywhere in Philadelphia on a wheel. The wheelman passing through the city will make a mistake if he falls to go up the Wissahickon Drive, which winds through a romantic glen along the banks of the Wissahickon Creek for seven or eight miles. All this beauty is in the vast Falromount Park, and is included in the city limits. Can any of our other cities boast of such a drive?

Philadelphia riders who go up the Wissahickon and it is needless to say that it is a popular "run" usually return by the same course, as there is no other good road back to the city. The travellers whose adventures are being recorded, however, had determined to make a detour to Valley Forge, and, without being able to obtain any definite information on the subject, set out across country from the upper end of the Wissahickon Drive. They found the roads fair, the last part, between Bridgeport and Valley Forge, being exceedingly good, aibeit hilly.

A VISIT TO VALLEY FORGE.

The usual course out of Philadelphia is by the Lancaster Pike, from which a turn is made at Berwyn by those wishing to see Valley Forge. Another route is by King of Prussia, a survival or reminiscence of one of the taverns of pre-Revolutionary.

HORSE AND CARRIAGE NOTES.

The Gansevoort Repository, No. 406 West Fourteenth-st., are exhibiting a full assortment of new and second-hand carriages and traps, a great many of them having been taken in trade. They will be closed out at a low price. For instance, top surprices quoted.
C. C. Downey & Co., No. 143 West Fifty-first-st.,

have a number of carriages and traps, recently put in thorough order and practically as good as new The majority are by J. B. Brewster & Co. Mr. Downey will close these out at low prices. Con-

ing state of trade, particularly in light breaking carts and runabouts. Some second-hand summer carriages that look like new and are low in price are to be seen at their warerooms, No. 57 West

At the warerooms of H. M. Duncan, Nos. 487 and 489 Fifth-ave., intending purchasers will find an immense stock of fine carriages, new and secondhand, by Brewster & Co., J. B. Brewster & Co. and other noted makers. Everything, from a four-inhand to a road wagon, is shown, and at prices that should insure a speedy closing out.

Mr. Innes, of the Studebaker Brothers' Manufacturing Company, in Canal-st., just east of Broadway, reports good business, particularly in light carriages. This firm carries a large stock of harness and horse clothing of every description, of their own manufacture exclusively, from their fac-

Prospective buyers of victorias and cabriolets will do well to look over an advertisement of J. F. Goodrich & Co., of No. 684 Broadway. While this concern is known throughout the United States as ad vocating moderate prices for first-class work, their midsummer offerings prove a surprise even to the conservative buyer. A particularly light and hand-some drab trimmed cabriolet is itself sufficient to

The big carriage establishment of Van Tassell & Kearney in Thirteenth-st., near Third-ave., is perhaps the busiest house in the trade at present. The firm's business extends to all parts of the country, and their goods are well and favorably known in Europe. Many orders are being filled for out-of-town patrons. Among the orders shipped last week was a very handsome runabout with rubber tires, and extra high dashboard, to Mr. A. De Navarro, of the Country Club, and a runabout with top and pneumatic tires to Mr. Duval, at Newport, R. I. The firm has on hand a large stock of second-hand broughams, made by Brewster & Co., Healy & Co., and other well-known manufacturers, all recently put in first-class order, which they will close out at attractive figures.

CIRCUMVENTING GABRIEL. They were talking of "contrary" people, and sev-

eral remarkable stories had been told, illustrative of that undesirable trait of human nature. The man from Connecticut had kept still for a long time. Finally, when the others appeared to have exhausted their reminiscences, he said: "Well, I can tell you of a man who beats any one

you have described, because he wasn't even willing to let his 'contrariness' drop when he died. He actually planned so that the crowning 'contrary' act of his career should come off only after that career had been ended on earth. This is the way it "'Old Man Snow,' as he was called by every one

in the town, lived alone in a little house built he to fan ordinary fence. There are some three dired of them in the vicinity of Sharpsburg, king the positions and describing the movements he various bommands on both sides. It is easy one who has the time to study the battle in deand obtain a comprehensive idea of the action both armies on those bloody September days by four years ago. The battle raged on both of Sharpsburg, and close by the village is the conal cemetery, in which thousands of the Unsoldiers found their last resting-place.

THE FAMOUS PIKE AT LAST.

If its impression of the pike is favorable. It is oth, level and in good condition. At its best pike is about as good as the Merrick Road on Island or the other first-class macadamized in the vicinity of New-York, but the method pairing it is primitive, and the result is that for

"In Fowler"

Brooklyn Branch, 342, 344 Flatbush Ave.

Can now be purchased on EASY PAYMENTS at the New York Headquarters, 307 BROADWAY.

Call or write for particulars, THE FOWLER CYCLE MFG. CO., J. H. ROBLEY, New York Manager.

DOMINATED BY SPECULATORS.

SUMMER INACTIVITY OF THE REALTY MARKET. SALE OF THE ST. JAMES HOTEL THE ONLY

TRANSACTION OF IMPORTANCE FOR THE

Had it not been for the sale of the St. James Hotel the total of the transactions in real estate by private contract the past week would have been small. As it was, the aggregate of investments was \$1,550,000. The dealings in general are for the time being in the hands of speculators, who will probably dominate the market for a month to come. The transfers of the week included the following:

SALES IN THE WEEK. J. Clarence Davies & Co. sold the southwest corner of Popham-ave, and Pallsude Place, 40x100x71 to M E. Stremmell, for \$4,000; also, 50x106, on the south side Vanderbilt-ave., to B. Volkening, for about \$5,000.

H. H. Cammann & Co. sold No. 4 East Twentiethst. a five-story business building, on lot 25x2, for the reported price of \$10,000. The property was bought for speculation.

W. H. Raubtschek sold for Mitchell A. C. Levy No. 57 Maiden Lane, a five-story brick building, lot 25x142, to James M. Fitzpatrick for \$150,000.

Mrs. Cella Farries sold to L. Napoleon Levy the three-story private dwelling No. 68 West Seventy-first-st., lot 20x25. on private terms.

Sylvester C. Hill sold No. 27 East S.xty-seventh-st., a four-story brownstone dwelling, on lot 25x100.5 feet, for about \$57,000.

Francis Frey sold at private contract to William Praeger and Pincus Lowenfeld the four-story tenements, front and rear, lot 25x87.6, No. 57 Elm-st., on private terms.

Golding & Whitehouse sold for the Billings estate to Leander E. Whipple No. 272 Madison-ave., four-

ments, front and rear, lot 25x8.6, No. 5: Elm-st., on private terms.
Golding & Whitehouse sold for the Billings estate to Leander E. Whippie No. 212 Madison-ave, four-story brownstone private dwelling, with three-story extension, lot 25x125, at about \$100,000.
Golding & Whitehouse leased No. 4 East Seventy-second-st. for Henry A. C. Taylor to Joseph T. Thompson for a term of three years.
The same firm, with E. H. Ludlow & Co., leased No. 34 East Forty-ninth-st. for Mrs. Van Rensselaer Fairfax to Dr. and Mrs. Clarence Campbell for a term of three years.

CONVEYANCES AND MORTGAGES Following is the record of conveyances, mortgages

and buildings projected in New-York the last week. compared with the corresponding week in 1805;

Total number for entire city July 17

Amount involved \$2.032.250 \$2.225.500

Number cominal \$2.032.250 \$2.225.500

Number 23d and 24th wards omitting new annexed district (Act 1885)

Number 100 minal \$200.048 \$175.501

Number 23d and 24th wards, including new annexed district (Act 1885)

Number 100 minal \$200.048 \$175.501

Number 100 minal \$200.048 \$175.501

Number 100 minal \$200.048 \$175.501 MORTGAGES. \$3,205,650 \$2,023,225 131 106 973,320 \$1,006,271 153 \$1,671,321 \$1,184,67 PROJECTED BUILDINGS.

ENGLISHMEN PLAYING BASEBALL.

From The Washington Times.

From The Washington Times.

"I saw eighteen Englishmen try to play baseball once," says Jimmy Ryan, "and their ideas were fearfully and wonderfully original. They had the rules down pat, excepting in one particular—they didn't know that a man stops, gets through and waits for another but after he reaches the home plate. Their idea of run-making was the one they had always followed in cricket, and the result was excruclatingly funny.

"So far as fielding and batting went they weren't haif bad. The pitcher stood up in the box at the start, let go a good, swift ball and the batter soaked it. The shortstop made a rattling good line catch and I said: Why, these fellows are all right. They have learned the game mighty well."

"The next man up hit the ball clear over the centrefielder's head. Well, cut, Harry! Well cut. Run it out! Run it out! they all howled, and the fellow did run it out. He made the circuit in good time, and then, to my intense astonishment, kept right on and reached ints before the fielders got the ball. He was off on the next ball thrown and made a good steal of second. Then the fellow at the bat hit a good three-bagger to left, and the fellow who had Just navigated around for ax bases went home, started for first, reached it, and stayed there.

"I hadn't a word to say. They kept on hitting the

fellow who had just navigated around for ax bases went home, started for first, reached it, and stayed there.

"I hadn't a word to say. They kept on hitting the ball, and the fellow who had made the first hit kept on running. Finally, when three men had been put out I figured up that this gentleman had made seven runs and the rest of the team three. So they counted it, and I realized that they were playing on the cricket plan-keep on running till you get put out.

"But I wasn't fully prepared for their game yet. In the second inning one of them hit a long foul to the rear. What does he do but start off and circle the bases to the same old howl of 'Run h out!' while the catcher chased the ball. This made the captain of the side then in the field figure that there must be something wrong with his arrangement of the players. So he opened the rules, found that paragraph which may the captain may place his men anywhere he sees fit, and sent the centrefielder back of the extener. The move proved a success, for these Englishmen, accustomed to 'cutting' the ball for fouls, sent him cleven files, all of which he caupht very prettily, winding up when a long hit was made. The ball was lost, and the man who hit it made twenty-four runs before it was found. They agreed to come out and play the other two innings the next day and adjourned with the score of 125 to 97."

chard-st., was riding a bicycle at William-st. and Exchange Place yesterday morning, when he was